

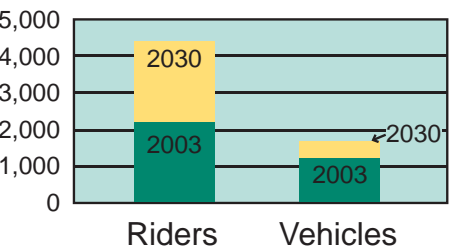
Why is this Project Needed?

The current terminal:

- Is an old structure and needs major repairs
- Is too small to efficiently handle current traffic
- Cannot accommodate projected growth in ferry ridership, and a third boat when needed in the future
- Needs improvements to meet increased security requirements
- Has poor traffic circulation for passenger and vehicle loading/unloading
- Does not connect to other transportation modes (e.g. bus, train)

**Riders and Vehicles
on the Mukilteo-Clinton Route
in 2003 and Projected 2030**

4-Hour PM Westbound Commuting Peak





Mukilteo Multimodal Ferry Terminal Project



What is the History of this Project?

- 1995** : City of Mukilteo leads environmental review of multimodal options, adopts plan to move ferry terminal 1/4 mile east to Tank Farm property.
- 1996** : City of Mukilteo incorporates multimodal plan into its Comprehensive Plan
- 1999** : Consortium formed to acquire and plan for Tank Farm property
- 2002-** : Washington State Ferries (WSF):
• Develops Mukilteo Ferry Terminal Master Plan
- 2003** :
• Gathers comments about terminal design from public, tribes, agencies
• Selects two terminal design alternatives for environmental review
- 2004-** : WSF begins environmental assessment (EA):
• Holds open houses for public and agencies
- 2005** :
• Gathers comments from public, tribes, agencies
• Conducts environmental studies
• EA process leads to expanded environmental analysis and review
- 2006** : WSF begins Environmental Impact Statement (EIS) process

When was Funding Acquired for the Project?

2001-2002

\$2 million in state and federal funds

2003

\$120 million from state Nickel Tax

2003-present

\$16 million in federal funds

Total funding:
\$138 million

**IT'S YOUR NICKEL.
WATCH IT WORK.**



What Benefits will this Project Provide?



Make terminal operations more safe, reliable, and secure



Align with City of Mukilteo's Comprehensive Plan and Shoreline Master Program



Minimize community impacts—especially traffic



Enhance potential for commercial and retail development in the downtown area



Accommodate projected increase in ridership



Improve public access to waterfront



Promote safe bus and rail connections and encourage HOV travel



Improve habitat

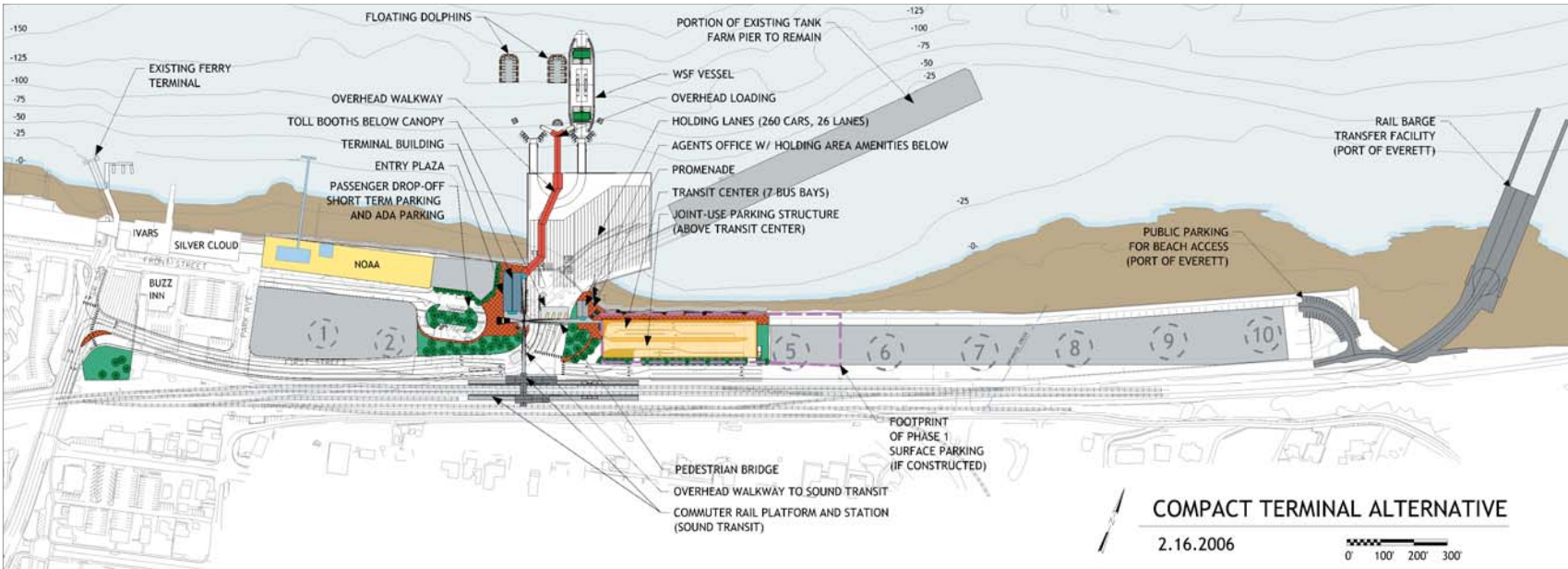


Improve local streets by building new access road and extending Front Street



Improve the customer experience

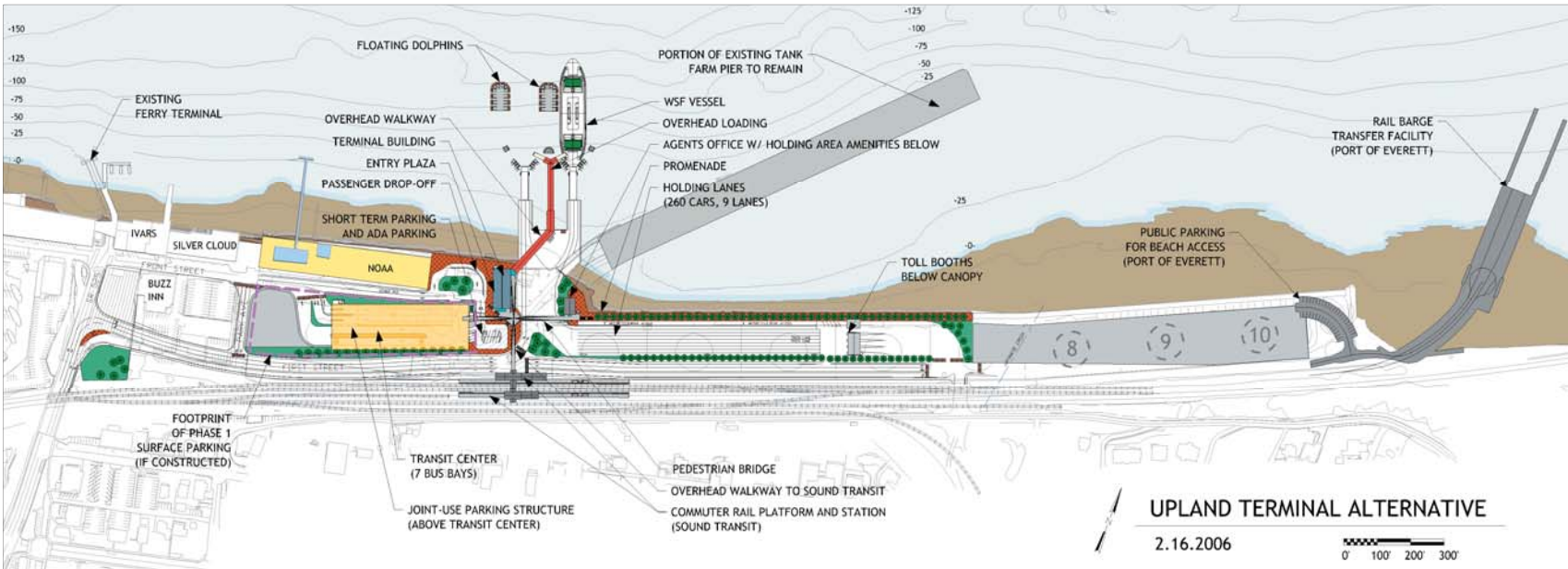
Compact Terminal Alternative



Compared to the Upland Alternative, the Compact Alternative:

- Places vehicle holding area over water
- Requires a shorter access road with overflow holding lanes
- Consumes a smaller amount of upland property, leaving more space for waterfront development and public open space
- Allows buses and cars to enter transit center/ parking garage from 1st Street
- Has a more-efficient holding lane configuration
- Requires fewer operations staff
- Has less space for parking garage (275-400 stalls) due to height limitations

Upland Terminal Alternative

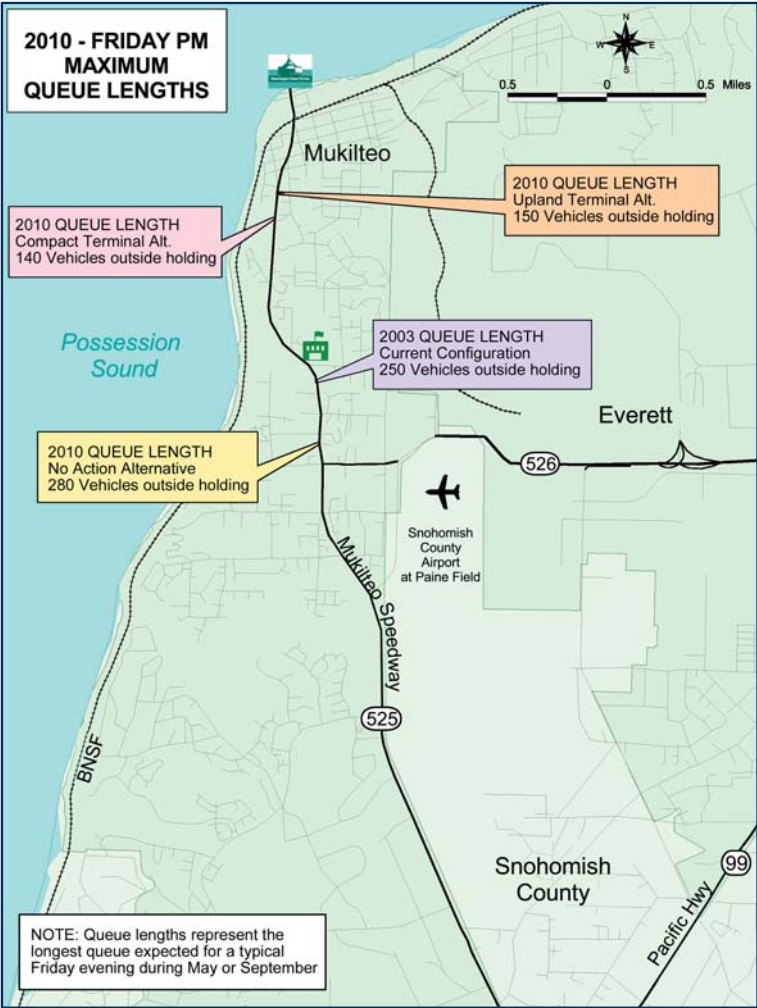


Compared to the Compact Alternative, the Upland Alternative:

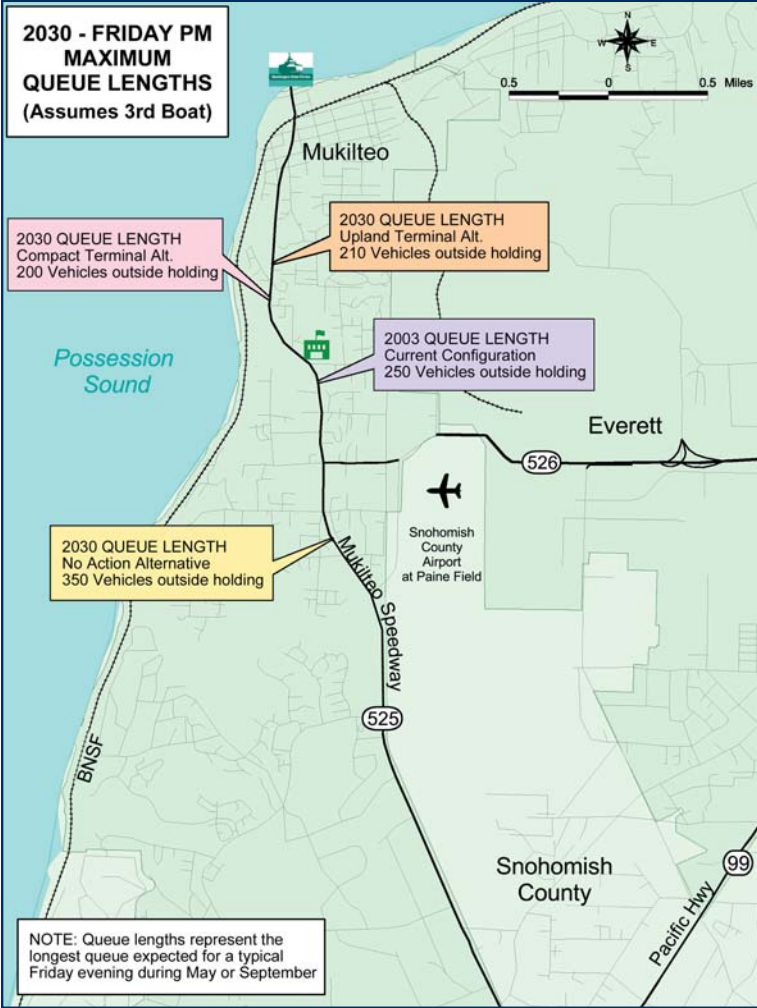
- Places vehicle holding area on land
- Requires a longer access road with overflow holding lane
- Consumes a larger amount of upland property, including valuable waterfront property
- Requires buses and cars to enter transit center/ parking garage from Front Street
- Has a less-efficient holding lane configuration
- Requires more operations staff
- Has more space for parking garage (up to 480 stalls)

What are Ferry Vehicle Line Projections?

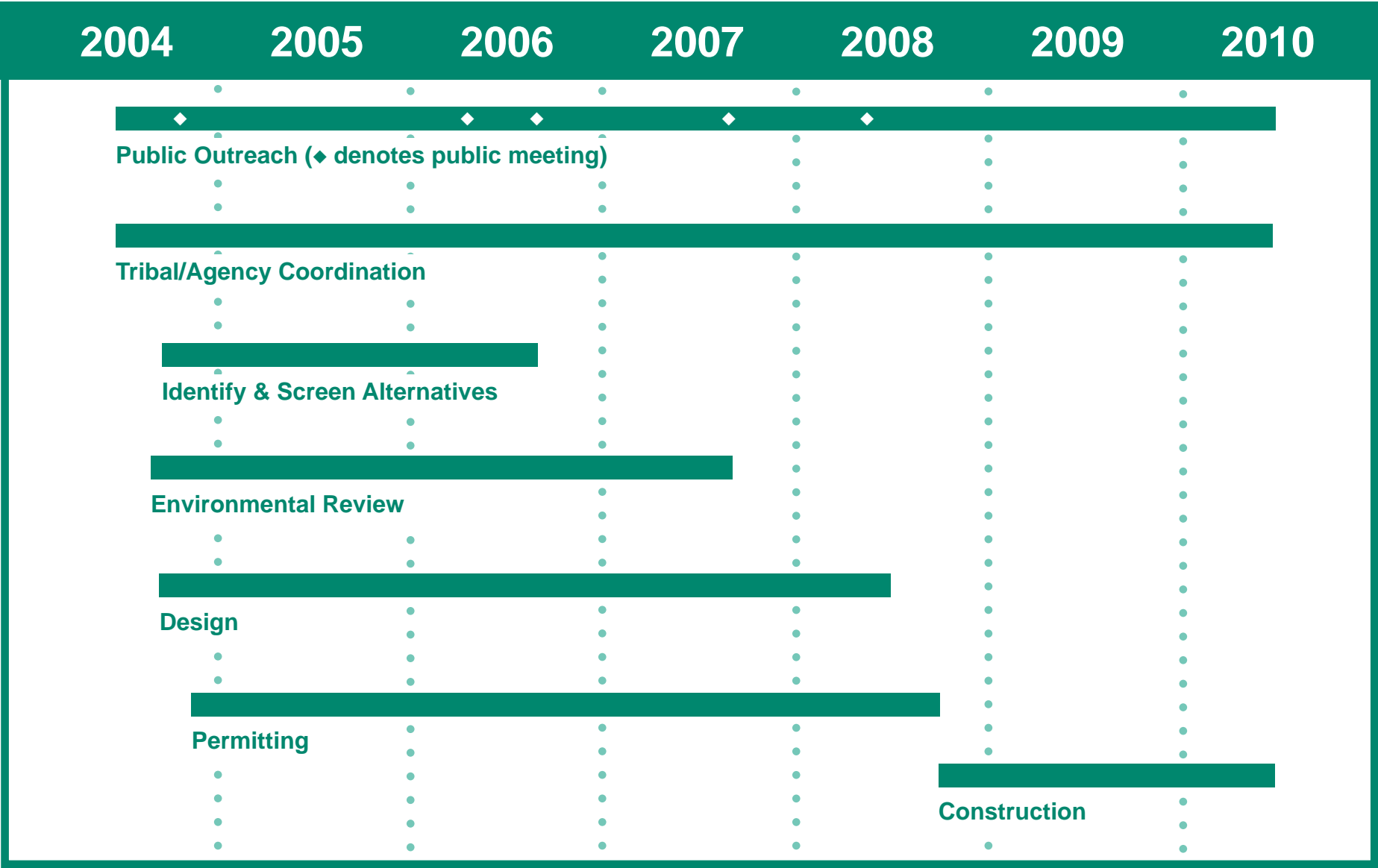
2010



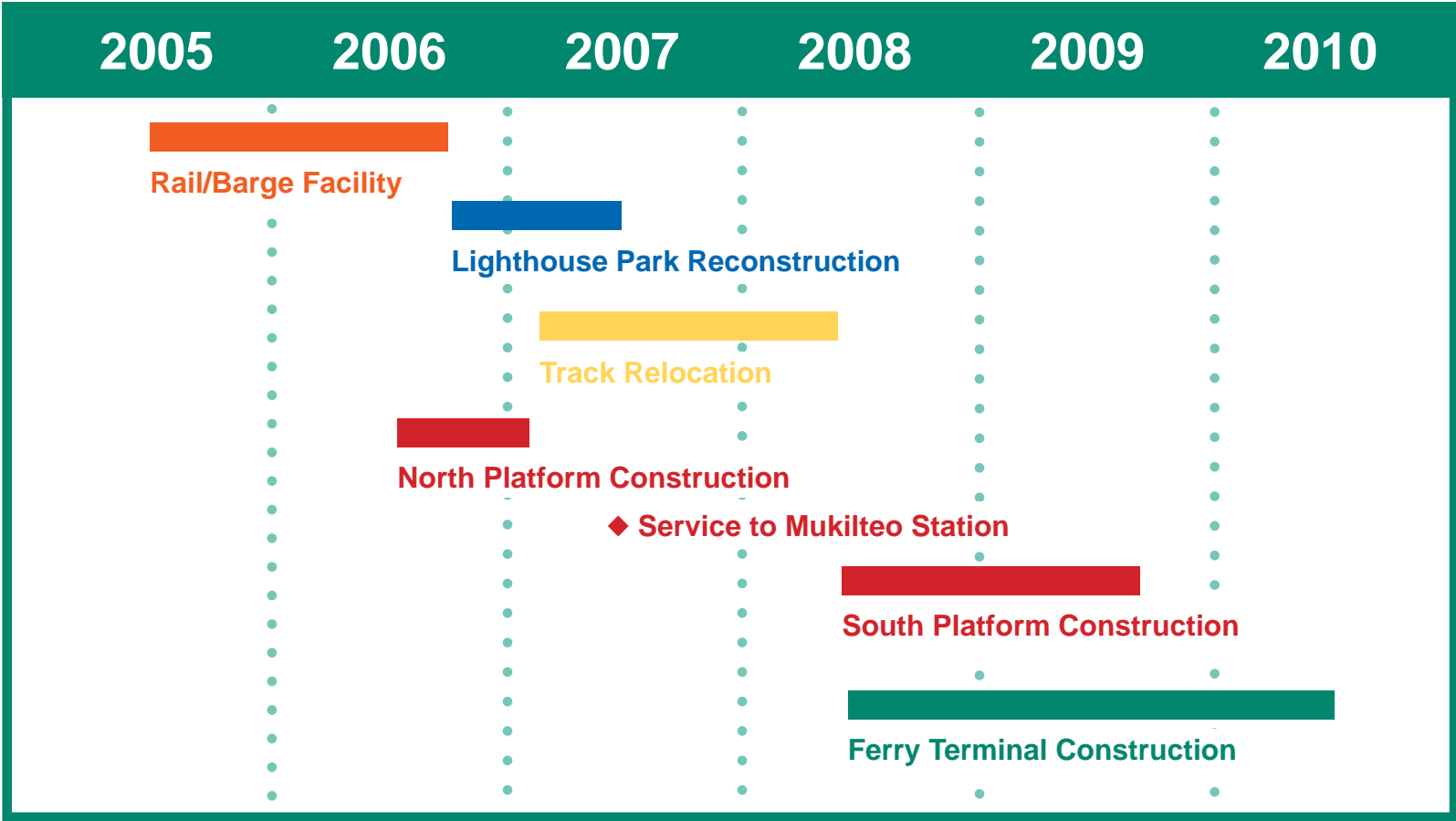
2030



What is the Project Schedule?



Construction Schedules



Key:
Port of Everett
City of Mukilteo
BNSF
Sound Transit
Washington State Ferries

NEPA/SEPA Environmental Review Process

FTA & WSF Propose Mukilteo Ferry Terminal Project

WSF Begins Environmental Assessment (EA)

- Conducts scoping process to identify issues to be studied
- Holds meetings with public, agencies, tribes
- Analyzes environmental effects

Significant Environmental Effects?

No

Complete EA
*Finding of No
Significant Impact
(FONSI)*

Yes

**WSF Announces Decision to Prepare
Environmental Impact Statement (EIS)**
Issues Notice of Intent (NOI)

WSF Conducts EIS Scoping

- Holds meetings with public, agencies, tribes
- Conducts additional environmental analysis

WSF Prepares Draft EIS with FTA Oversight

FTA Releases Draft EIS

Agencies/Tribes/Public Review & Comment on Draft EIS

FTA Chooses Ferry Terminal Alternative to be Built

FTA Releases Final EIS

Issues Record of Decision (ROD) that explains why the alternative was chosen

WSF Develops and Builds the Selected Alternative

*Why is an
environmental
review process
conducted?*

To help agency decision-makers, applicants and the public understand how a proposed project will affect the environment, and make informed project decisions.

The Federal Transit Administration (FTA) is the lead federal agency for this project. Washington State Ferries (WSF) is the lead state agency and manages the project.